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constitutions lurk the initiative and referendum and the recall of judges. Having these economic and political conditions within his view, Mr. Wickersham discusses in three other essays the methods of readjusting educational and professional standards to meet the new requirements of industrial life.

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*Die Verbandsbildung in der Seeschifffahrt.* By WALTER EUCKEN.  
Munich and Leipzig: Duncker u. Humblot, 1914. 8vo, pp. vii+319. M. 8.

The writer has set for himself the task of treating the problem of the *Kartell* as it exists in ocean transportation with special reference to the beginning, the organization, the politics, and the influence of the associations of ship lines; for in the discussion of recent years concerning pools and trusts, the shipping combines have not received the attention given to organizations in mining and manufacturing. A large part of the book is given over to a consideration of the attitudes of the various world-powers toward shipping organizations—Germany's encouragement of them, America's hostility, the antagonistic interests affecting England's policy. The author holds with most students that a prohibition of the formation of these associations would be of little value, and that state ownership of the ship lines would be difficult because of economic, financial, and political obstacles. The end sought, then, is the prevention of pernicious policies in the shipping trusts. To secure this the state should encourage with subventions some competitive lines; it must exercise control in the rate-making, and it must enforce publicity of rates. An appendix offers interesting material in the shape of memorandums of agreements between certain ship companies. An over-elaboration of detail somewhat mars the effectiveness of the best points of the study.

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*The Launching of the Industrial Workers of the World.* By PAUL F. BRISSENDEN. Berkeley: The University of California Press, 1913. Royal 8vo, pp. 88. \$0.75.

The opening events in the career of a much discussed organization have been analyzed under this title. The writer considers the movement as a "reaction of the more radical against the conservative capitalistic point of view, from which the great majority of American trade unions have proceeded." To get at the meaning of this revolt he undertakes to study the group of men composing the new movement as to their creeds, alliances, and occupational interests. He analyzes the types of organization represented by the delegates to the constitutional convention in June 1905, the strength of the different factions, and the resulting constitution. The influence of leaders in shaping the final character of the constitution is especially stressed. What is not done is to give any idea of the underlying causes at work to bring this heterogeneous